MUNICIPAL AFFAIRS.

The Bertillon System of Identification of Convicts.

Was Born in France, But Has Been Perfe

ystem for the identification of crimiwas born in France, but it has superintendent of State prisons of New M. Bertillon a debt of gratitude, if nothing more substantial, for inventing a most ingenious system of protecting the lives and property of citipositive in its workings that errors are practically impossible. While M. Bertillon has given the principles, we have added to and perfected many of the details in adapting it to American uses, and these improvements save of labor besides increasing its

hours of labor besides increasing its efficiency.

"The system was inaugurated in this State in July, 1896, since which date we have accumulated more than 30,000 cards, each one representing a criminal who has been an immate of some penal institution in the State under sentence, at some time since the bureau was established. Of these convices 24,411 are over 21 years of age, 3,610 are under 12 years; 1,232 are women.

"The records are so carefully classified and the system is so perfected that should you ask for the record of any one of the 30,000, for the purpose of testing the system, we could turn to his record in thirty seconds after completing his measursements. The criminal may change his name and resort to all sorts of ways of altering his appearance, he may grow a full beard or wear none, wear glasses, dye his hair, grow stout or thin, or anything else within his power, but he cannot avoid identification, for he cannot change his bones. There is where we have him; it is an infallible method of determining the identity of any person whose measurements have once been taken.

NEW YORK STATE BUREAU.
"The New York State Bureau is by far the largest in the United States.

NEW YORK STATE BUREAU.

"The New York State Bureau is by far the largest in the United States, and it is the only one under State control. The only other bureau, of any consequence, is that under the control and management of the chiefs of police of the United States and Canada. At the recent session of the National Prison Association at Cleveland, steps were taken to co-operate with a committee from the organization of the chiefs of police, whose object it is to bring about the establishment of a national bureau of identification, which shall be supported and controlled by the United States Government. The increasing number of applications for information to our State Bureau is sufficient evidence as to the need and usefulness of a National Bureau to the chiefs of the police throughout the country, not to say the world. Only the other day Chief Devery, of New York, cailed on us for the record of a man who had been arrested on suspicion in Berlin. Our records showed that ne was a one-term man, and that he had been last employed in Philadelphia. We inquired about him in that city and found out that his life, since his discharge from one of our prisons, had been exceptionally good, all of which was transmitted to Chief Devery, who in turn cabled the information to the Berlin authorities and the man was discharged. At that Cleveland n ing it was decided to make this bureau national in its scope, until such a time as the United States Government should see fit to take up the work. Since then our business has largely increased.

until such a time as the United States Government should see fit to take up the work. Since then our business has largely increased.

"There are about 400 cities of 10,000 population and over, one-tenth of which are making use of the Bertillon system. We are glad to render assistance to any city in the United States. A system for an interchange of records among the cities now using the Bertillon department which makes the life of the criminal classes more of a burden than ever, is now in operation. A part of a man's record is a good photograph, front and side view, which, being sent to the leading cities in different parts of the country, familiarizes the police authorities of every section with his record, and thus renders it impossible for a criminal to remain long in hiding. If the system were in universal use, this country would be too small for the professional crook." INCREASING NEED.

There is an increasing tendency as well as an increasing need, among cities of 25,000 population and upwards, to organize and equip all departments along modern lines. Unfortunately most of these cities take New York as a model, thereby adopting its imperfections. Politics—dirty American politics—will be found at the bottom of nine-tenths of the blackmafling and other schemes of the police departments. The enormity of this system is likely to be revealed once more in New York City by the investigation which has been set on foot by Bishop Potter. New York's police department is the most expensive one in the world, not excepting London, although it is only about half the size of the London force. It has property—consisting of land, buildings, apparatus and so forth—valued at nearly \$5,000,000, and it will cost not far from \$4,000,000 to run the department in 1901.

At present the pay roll includes 7,404, of whom 6,249 are patrolmen. Solt officers, 90 detectives 243 mounted patrolmen and 102 bicycle patrolmen. Sixtytwo patrol wagons are also employed. Last year 138,875 arrests were made, of which 44,013 were for drunkenness. There is an increasing tendency as

CHIEF DEVERY.

pend upon superior ability and intelligence. What is called 'pennyweighting' is classed among the latter.

"The methods of the pennyweighter were cleverly shown by one of the substituting fraternity in an almost successful attempt to get away with forty of the finest diamonds in the possession of one of our well known Jewelers last year. A quietly dressed gentleman entered his establishment one morning, and, saying that he wished to buy a solitaire diamond ring, was permitted to examine a tray containing forty of them, the clerk never for an instant taking his eyes off the man's fingers, for he knew the tricks of thieves. The gentleman, who evidently knew something of fine diamods, examined the stones in a deliberate fashion and finally ly left, saying that he would call with his wife the next day to decide between two of the most valuable rings. A careful two of the most valuable rings a careful to see that not more than two spaces in the tray were weamin to he purchase.

"It so happened that the ring was assed on to the engraver to be marked at once, when it was found to be bogus, and almost perfect imitations substituted. An immediate call on the department brought one of our brightest detectives to the spot within a half live in the clerk that none of them had been taken by the would-he customer, never the firm was, sent to follow the gentleman to his hotel. The clerk returned with the reassuring report that the gentleman and his wife were staying at the Waldorf-Astoria, and that everything appeared to be on the souare.

"The next day the man called with a woman whom he introduced as his papers."

Send Name and Address To-day-You Can Have It Free and Be Strong and Vigorous for Life,

INSURES LOVE AND A HAPPY HOME.



Beauty Bright



The Electric Light is the light of all lights for homes, churches, business establishments wherever a good light is demanded.

It is clean, brilliant, and always at hand. Its bright beauty commends it to people of good judgment.

THE NORFOLK RAILWAY & LIGHT CO

OFFICE, 82-SI PLUME STREET. TELEPHONE, 799. WORKS-COVE STREET. TELEPHONE, 221.

THOSE FASHIONABLE

Chief William-S. Devery, despite the many criticisms of the man as a man, is a most efficient officer when he sets out to be. He has worked his way upfrom the ranks by a long and a faithful service, having filled every position in Gotham's great department, from patroiman to chief. He was appointed to his present position by Mayor Van Wick on May 21, 1898.

In referring to the work of his detective force, he told a story about a case of what is technically known as "pennyweighting" which displayed a remarkable amount of nerve on the part of the criminal and of cleverness on the part of his detective force. "All crimes," said the chief, "having the illegal gives of money as their end, may be divers into two classes—those which is a mere physical force or backy opt amplity, and those which de-

Cures Blood Poison

A Trial Treatment Sent Free to All Who Suffer From any Stage of the Disease.

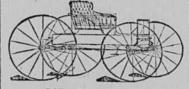
Cures Cases That Hot Springs and all Other Treatments Failed to Even Help.

There has been discovered by the State Medical Institute, 122 Elektron Building, Fort Wayne, Ind., the most remarkable blood poison cure ever heard of. It has cured all such indications as nucous patches in the mouth, sore throat, copper colored spots, chancres, ulcerations on the body, and in hundreds of cases where the hair and eyebrows had failen out and the whole skin was a mass of boils, pimpies and ulcers, this wonderful specific has completely changed the whole body into a clean, perfect condition of physical health. Every railroad running into Fort Wayne brings scores of sufferers seeking this new and marvelous cure, and to enable those who cannot travel to reaize what a truly marvelous work the Institute is accomplishing, they will send free to every sufferer a free trial treatment, so that everyone can cure themselves in the privacy of their own home. This is the only known cure for blood poison. Do not hesitate to write at once, and the free

A. WRENN & SONS

24 to 40 Union Street. NORFOLK, - VIRGINIA,

MANUFACTURERS OF



UP-TO-DATE Pleasure Vehicles

AND BUSINESS WAGONS OF ALL

Our Wire Wheel, Rubber Tire Runa-bouts and Surreys are the Handsemest and Best. Largest variety ever shown in these

PRICES LOW! QUALITY HIGH! -LARGE STOCK OF-... HARNESS ...

AND OTHER Horse Goods.

Fresh Land Plaster

AUGUST 12 NOW LANDING.

COAL TAR PINE TAR

in oil, pork and pine barrels

Shell Lime No. 1 Rock Lime

JOHN O. GAMAGE WOODSIDE'S WHARF.

IRWIN'S EXPRESS CO. 52 Campbell's Wharf.

PHONE & EITHER PHONE We had anything to and from any-where in the three cities. Special facilities for hadling Safea, Bollers Furniture and Pianos. Lots filled and filling wanted.

TRAVELERS' GUIDE.

"THE NEW LINE." Norfolk and Atlantic Terminal COMPANY.

The following schedule, effective 7:45 A. M., SEPTEMBER 13th, 1999. Close connection made at Old Point with Electric trains for Phoebus, Hampton, and Newport News.



TO RICHMOND, CINCINNATI, LOUIS-

TO RICHMOND, CINCINNATI, LOUIS.

VILLE AND THE WEST.

SCHEDULE IN EFFECT OCT. 1, 1900.

LEAVE NORFOLK.

S:10 a. m—Daily, with Parlor Car, to Richmond, connects at Richmond, except Sunday, with R. F. and F. to Washington and the North, and at Richmond with St. Louis Limited, leaving Richmond 2:45 p. m. daily, with Pullman Sleeping Cars, for Cincingal.

Telephone 41. LEAVE NORFOLK.
a.—Daily, with Parlor Car, to Richmond, connects at Richmond, connects at Richmond, except Sunday, with R. F. and P. to Washington and the North, and at Richmond with St. Louis Limited, leaving Richmond 245 p. m. daily, with Pulman Sleeping Cars, for Unchanati, Louisville and St. Louis.
—Daily for Richmond Stops

S.20 p. m.—Daily for Richmond. Stops at all stations on Peninsula Division. Connects with R. F. F. V. daily for Cincinnati, Louisville and the West. Pullman Sleeping Car.

C. & O. ARRIVES AT NORFOLK.

12:15 p. m.—Daily from Richmond and the West.

7:05 p. m.—Daily from Cincinnati, Louisville and Richmond.

For further information, rates, tickets, Pullman and Parlor Car reservation apply to C. F. BARRETT, Ticket Agent, or F. W. CURD, T. P. A., Granby Street Office, Norfolk, Va.

JOHN D. POTTS,

A. G. P. A.

TRAVELERS' GUIDE.

VESTIBULED. WEST SAL) NOTA IMITED TRAINS

Control of the Contro			
I.v. Norfolk " Portsmouth Ar. Suffolk	1 No. 41.	No. 403.	li
" Pastion	49:08 R m	.5 62 b m	н
A Cortsmouth	9:30 a m	9:20 p m	n
			н
" Lewiston, N. C	.1 1:15 p m		в
" Weldon	11:53 a m	12:00 Nt	н
		NO 21	в
Hengerson			н
			ш
Southern Pines	6.10 5	5-57 o m	
Wilmington	i our b m	9.31 a m	
miniatou	l sing b m	********	н
" Charlotte Hamlet	I was a second	NO. 403.	ш
" Charlotte	10:20 p m	9:31 a m	н
" Hamlet	4 3 3 W D 113 1	0:49 U D	ш
1	No. 27	No. 31.	
Ar. Columbia in in	10:22 p m1	6:50 a m	
		10:30 a m	ю
		Charles and College	Ю
Savannan	1 E . O.O. in	9.57	п
			a
		1.40 b tu	ш
" Tarapa	Same is in	6:30 a m	н
		1 45 17 111	ш
" Atlanta, C. T	9:40 y m	3:00 p m	Ш
" Macon	11:10 a m	7:20 p m	
		9:20 p tn	Ш
		3:05 a m	Ш
" New Orleans	6 . B. S		

Norfolk & Southern R. R. G).

SCHEDULE IN EFFECT SEPT. 30, 1930

MAIL AND EXPRESS LEAVES NORFOLK DAILY (except) Sunday 10 a. m.
for Belhaven and all stations. Connects
at Eleanton for Plymouth, Jamesville,
DAY and SATURDAY, and for Senpernong river Monday and FRIDAY. Conneets at Belhaven with Old Dominion
stemeers for Mackleyville, Aurora, South
Creek and Washington, N. C. Connects
at Eleabeth City with steamer for Scupper MEDING EXPRESS DAILY (except)
SIGNAY, THURSDAY and FRIDAY in the mediate stations. Connects at a Eleabeth City with steamer for New
Bern, Roanoke Island and Oriental.

ARRIVE AT NORFOLK.

MAIL AND EXPRESS DAILY (except)
Bern, Roanoke Island and Oriental.

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MAIL AND EXPRESS DAILY (except)
Bern, Roanoke SCHEDULE IN EFFECT SEPT. 30, 1930

MAIL AND EXPRESS DAILY (except) Sunday at 4:25 p. m. and at 11 a. m. TUESDAY, THURSDAY and SATUR. DAY, Passenger station, Norfolk and Western depot, Freight station on Water street.

Steamer leaves Norfolk, Water street station, 3 p. m. TUESDAY and FRIDAY for Elizabeth City via Albemarie and Chesapeake Canal.

Virginia Beach Division.

LEAVE NORFOLK, PARK AVENUE STATION.

CURRITUCK BRANCH.

Steamer Comet leaves Munden Point
11:30 a. m MONDAY, WEDNESDAY
and FRIDAY for Currituck Sound Landings, and returns THESDAY, THURSDAY and SATURDAY,
M. C. HUGGINS,
M. K. KING, General Manager,

Norfolk & Washington Steamboal Go

C LYDE'S REGULAR LINE STEAMSHIPS TO PHILADELPHIA.
THE ONLY DIRECT LINE FROM NOR.
FOLK TO PHILADELPHIA.
Until further orders steamers are appointed to sail from Norfolk every MONDAY, WEDNESDAY and SATURDAY at 6 p. m. and from Philadelphia every
TUESDAY. THURSDAY and SATURDAY at 6 p. m. and from Philadelphia every
TUESDAY. THURSDAY and SATURDAY THOUSE BILLS OF LAding to all points South and convest via Seaboard
Air Line south and convest via Seaboard
Air Line south and Southern Realineads
and Georgia Air Line, Southern Railway and Norfolk and Southern Realineads
JAS. W. M'CARRICKA
General Southern Agent, Norfolk, Va.
Gen'l Agents, Philadelphia, Pa.

TRAVELERS' GUIDE.

NORFOLK & OCEAN VIEW R'Y.

Cars leave West Main street, corner Granby street (opposite New Atlantic Hotel.) Heary street station discontin-ued. DOUBLE DAILY SERVICE
SHORT LINE TO THE PRINCIPAL
CITIES OF THE SOUTH.

CHEDULE TAKING EFFECT NOVEMBER 4TH, 1990.

Leave	Arrive Old Point			Leave Old Point	Arrive
A.M.	A.M.		10000	A.M.	A.2
7:30 8:30 10:00	8:30			8:45	9:
8:30	9:30			10:15	11:
19:00	11.00			11:15	12
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P.M.	P.M.	100		P. M.	P.3
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5:30	6:20			5:45	6
6:30 7:30 8:30	7:30			6:45	7
7:30	8120			7:45	8
8:30	9:30	Sunday	only	S:45	9:

Transfers given to any part of Norfelk. A. C. L.

ATLANTIC COAST LINE RAILROAD COMPANY.

BALTIMORE STEAM PACKET CO

COMMENCING MONDAY, NOV. 20, 1899. Lv. Fortsmouth, High street ... 5:25 p m
Lv. Korfolk, Main street ... 15:00 p m
Ar. Old Point, Hygeia Pier ... 17:00 p m
Ar. Baltimore, Union Deck ... 6:30 a m
NORTHBOUND | P. R. R. | B. & O. SOUTHBOUND

Freight will not be received after 4 p.
Freight will not be received after 4 p.
To go forward that day.
For further information apply to
KEY COMPTON,
General Agent
J. W. BROWN, Jr.,
Southern Passenger Agent.

N音W Norfolk: Western

LEAVE NORFOLK DAILY.

FIRST-CIRCUTE

FOR* BOSTON AND PROVIDENCE.

BOSTON-MONDAYS, WEDNESDAYS,
FRIDAYS and SATURDAYS AL 6 p. m.
FOR Providence - Every TUESDAY,
THURSDAY and SUNDAY at 6 p. m.
FAKES TO BOSTON and PROVI.

FIRST-Class, including meals and providence of the company of the

assengers of the formation, apply to For further information, apply to For further information, apply to Formation, and Formation of the forma

TRAVELERS' GUIDE.

Old Dominion Steamship Co's Line

PASSENGER ACCOMMODATIONS UN-

General Agent, Norfolk, Va. II. B. WALKER, Traffic Manager, New York, N. Y. SOUTHERN

DOUBLE DAILY SCHEDULES

SOUTHEAST.

fice.
FRANK S. CANNON,
Third V. President and Gen'i, Mgr.
J. M. CULP.
Traffle Mgr.
Washington, D. C.
W. B. BROWN, Pass. Agt., Norfolk, Va.

New York,

CAPE \ CHARLES

Philadelphia and Norfolk Railroad. QUICK TIME-LOW RATES TWO TRAINS EACH WAY.

Lynchburg and the West Pullman Buffett Farlor Cars, Norfolk and Roanoke, after June 17th.

9:25 a. m.—'Ocean Shore Limited' for Richmond daily and daily except Sunday for Washington, Stops at Suffolk, Waverly, Petersburg.

4:20 p. m.—Richmond Limited for Richmond and Washington, Stops only at Suffolk, Waverly and Petersburg.

7:30 p. m.—For Petersburg, Lynchburg, the West and Southwest.

Trains arrive at Norfolk daily 9:10 a. M., 11:29 a. m., 5:35 p. m. and 10:40 p. m.

Trickets and all information at station and 10 Granby Street.

W. E. HAZLEWOOD, W. B. BEVILL, G. P. A.

MICHMOND CARDON AND PROVIDENCE, Boston—MONDAYS, WEDNESDAYS, FRIDAYS and SATURDAYS at 6 p. m. For Providence — Every TUESDAY, Through tickets sold and baggags. rains between Philadelphia and Cape Charles.
Through tickets sold and baggags thecked at Walke's Agency, under At-antic Hotel, at Passenger Station at the Wharf and on Steamers.
R. B. COOKE, General Passenger and Freight Agent.

Virginia Navigation Company's

FALL AND WINTER SCHEDUL.
FOR RICHMOND, PETERSBURG,
CLAREMONT, OLD FOUNT, NEWPORT NEWS AND JAMES RIVER
LANDINGS DIRECT, BY DAYLIGHT. R. H. WRIGHT. Ason, Norfolk va. A. D. STEBBINS, Asst. Traffic Mgr. W. P. TURNER, General Pass, Agt. J. C. WHITNEY, Traffic Manager. General Offices, Baltimore, Md.

The Steamer S. A. McCall Leaves the N. Y. P. & N. wharf with I eight and passengers for Newport News at James River landings and Petersburg every Monday, Wednesday and Friday at 6 t. m. Fassenger and freight rates much lower than any other line.

First-class tickets between Norfolk and Fetersburg, fl.w. First-class round trip to Petersburg and return \$1.75. Secondicians tickets straight, \$5 cents; round trip, \$1.50.

J. E. DEY Agent. R. B. COOKE, Gen'l Agent, J. W. PHILLIPS, Cwner. Mas-ime

Mas-ime